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"We've Got the Money, Too."

About the time of the Russo-Turkish
war, in which Great Britain was an ally
of the sublime port, there came into ex-
istence the word "Jingo." It made its ap-
pearance in a song that, coming at the
psychological moment, proved to be im-
mensely popular. Its chorus ran:

"We don't want to fight, but, by Jingo, if we do,
We've got the ships, we've got the men; we've got
the money, too."

We fought the Boer before
When we were Britons true;
The Russians shall not have Constantinople!

It was not a bluff in those days, as the
result showed; but one cannot help won-
dering to-day if England is quite as sin-
cere as she was then. For to-day we
have the spectacle of Great Britain
demonstrating, as she did by the recent
massing of her enormous fleet in the
North Sea, that "we've got the ships,"
and now comes the offer of a league of
British bankers, who design, or say they
do—and it amounts to pretty much the
same in its effect—to lend the British
government the vast sum of \$500,000,000 at
a purely nominal rate of interest, the
money to be used for such increases in
the British navy as will, in spite of the
most frenzied opposition, maintain the
"two-power policy," which has, since
modern navies came into existence, been
the standard up to which the British
naval estimates have lived.

That it has been increasingly difficult,
year by year, to maintain this standard
has long been patent, and it has been
Germany, more than any other power,
that has increased the burden of Great
Britain's task. It is undoubted that the
German Emperor would be glad to wrest
from Great Britain the mastery of the
seas, so far as that mastery is com-
manded by a great navy; and he is ably
assisted by German patriotism, which is
in a concrete form, is represented by the
German Naval League, the ambitions of
which are greater than its resources.

It may well be that the offer of the
British bankers of this enormous sum—
far greater than under any other cir-
cumstances the British government could
afford to set aside for any battle-ship
building programme—is in the nature of
a warning to Germany that the matter
of the greatest fleet is a matter of the
longest purse, and that it may be taken
as an intimation that British financiers
recognize that a dominating fleet—a fleet
big enough to contest successfully, at
least theoretically, with the fleets of any
two great powers in combination—is the
best sort of insurance the British gov-
ernment and its institutions can invest in.

Nor is the extraordinary offer likely to
fall of its effect, for, if once Germany
is convinced that Great Britain has any
such sum at the command of her naval
authorities, she must be convinced, also,
how hopeless any effort at competition
must be. Germany's programme of ex-
pansion has proved a costly one, and the
German chancellor is, apparently, at
the end of his string, so far as increase
of expenditures is concerned. The coun-
try is almost at the limit of income by
taxation, and no new projects for raising
money that she could possibly devise
would bring her within striking range of
Great Britain's naval expenditure, with
this \$500,000,000 loan added.

It has been intimated that the British
chancellor of the exchequer, Mr. Lloyd
George, who is in Germany studying the
effects of the old-age pension system,
has also been authorized to discuss the
naval situation. As a result of any such
discussion, there seems to be a chance
that Germany, recognizing the futility of
bitter competition, may be willing to
come to some amicable arrangement
for a reduction in naval outlay, so that
the status quo may be preserved and the
present extravagant waste of money
may be stopped. The burdens of mili-
tarism are becoming too great to bear,
and the plan of disarmament discussed
at The Hague conference may become a
possibility through the protest of the
people against taxation.

The Milwaukee Sentinel points to the
fact that Thomas Jefferson, the Demo-
cratic "patron saint," was of "the Tom
Paize school of religious thought." Still

it is toward Mr. Jefferson's political
views, and not his religious views, that
the Democracy points with pride.

"The bottom of the full dinner pail
is full of holes," says the Pittsburgh Post.
And it's hard to keep the lid on in con-
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Swift Justice.

The recent outbreak of crime of a se-
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"The present is a time when all our institutions
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The Forthcoming Regatta.

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forts of the local carmen to secure ad-
equate support financially for their forth-
coming regatta on the Potomac will not
be unavailing. Just now, the matter
is not attracting the attention it would
seem entitled to at the hands of Wash-
ingtonians in general.

We know of no sport more manly or
healthful from every point of view than
rowing. It tends to develop the body
there is in a man mentally, physically,
and morally. It is one form of amuse-
ment and pleasure in this land that is
usually free from all objectionable at-
tributes and scandals. It is not affected
by shady characters; it seems to at-
tract only the better element of the
sporting world to its shrine. Washington
is more fortunate than most cities when
it comes to arranging a first-class reg-
atta. The course along the Potomac has
been demonstrated to be ideal. Nowhere
may skillful rowing be more splendidly
exhibited to the public eye. We be-
lieve this proposed regatta now asking a
small measure of financial aid from the
public heretofore will be a gala event,
and there can be no sort of doubt that it
will be witnessed by delighted thousands.

The gentlemen having this matter in
charge are not many in number. The ex-
penses incident to the regatta are con-
siderable, and if permitted to fall on the
shoulders of a few men will be more
burdensome than fairness would dictate.

There are trophies to be provided, boats
to be hired, and numerous things to be
done that, in the aggregate, will cost quite
a tidy sum of money. The regatta com-
mittee simply asks the citizens to help
them defray these expenses in order that
Washingtonians generally may be pro-
vided with a series of boat races they
cannot fail to enjoy thoroughly.

This appeal should not, and we feel will
not, be made in vain.

"Thomas W. Lawson's latest scheme is
a hollow mockery, and his victims will
find it out before he is through with
them," says a Massachusetts paper. It
cannot be disputed that his latest scheme
is a hollow mockery, anyhow.

"Some of the campaign poets want to
be licensed. They ought to be, and then
muzzled," says the Baltimore Sun. Also
handcuffed, to make sure.

The Flying Army.

It has taken the United States military
authorities some time longer than it did
the authorities of England, France, and
Germany to become convinced that ex-
perimentation in navigating the air was
bound to become a military necessity.
But now that we have taken hold, we
have made a good start and there is
every indication that our progress may
be so rapid that before the science of
aeronautics has become reduced to real
practicability, we may be, at least abreast
of the other nations.

It was undoubtedly the part of wisdom
of the United States government to pur-
chase the dirigible balloon of Capt. Bal-
dwin, though it cannot be said that the
tests required by our military authori-
ties before accepting the machine were
either very rigid or severe. They did
not, for instance, come within hailing
distance of the requirements made of
Great Britain and France have all
of them accomplished more than was re-
quired of the Baldwin airship.

But the interest of the military authori-
ties of all the powers will probably be
directed, within the next few days, to Fort
Myer, where the inventor, Orville Wright,
is to test his aeroplane in an effort to
win a prize of \$5,000, offered by the gov-
ernment. It is the belief of all who have
considered the military uses of flight
through the air that the real hope of the
satisfactory solution of the problem is
to come through the heavier-than-air ma-
chine. Santos Dumont made as great pro-
gress as any man had made in a dirigible
balloon, and his experience taught him
that what he had accomplished marked
about the limit of usefulness in that di-
rection.

The Wright brothers have not been
anxious to make public tests of what
they are able to do with the aeroplane of
their own invention, but while Wilbur
Wright is giving public exhibitions for
governmental purposes at Le Mans,
France, where he has attained, it is re-
ported, a speed in the air of sixty miles
an hour, his brother, Orville Wright,
will be at Fort Myer with a machine of
similar construction, which it is hoped
the United States military authorities
will adopt. The tests to be applied to the
Wright aeroplane are much more severe
than those required of Capt. Baldwin's
gasbag flyer. He must, it is true, stay
in the air only one hour, as opposed to
the two hours required of Capt. Bal-
dwin, but while many dirigibles before
Wright's have far outlasted this time
in the air, no aeroplane, so far as known,
has ever stayed aloft one hour at a time.

In France, where interest in aerial nav-
igation is much farther advanced than
elsewhere, they have expressed their be-
lief that the Wright form of aeroplane—
truly an airship and not a balloon—is
the superior of any heavier-than-air ma-
chine ever before tried. It has demon-
strated great speed; it has shown that it
can be thoroughly controlled both with
and against the wind, and the French
believe that Wright holds all existing air-
flight records at his disposal when he is
ready.

The experiments at Fort Myer, then, will
be of vast importance to our govern-
mental authorities, for they may be
taken—whatever their result may be—to
represent the latest word as to the capa-
bilities of the true airship. Should these
measure up to the enthusiastic reports of
flights in the past, and should the tests
be so successful as to allow the govern-
ment to acquire the Wrights' machine, it
may have a vital and far-reaching ef-
fect on military and naval problems that
are awaiting a solution.

After those Turkish women get their
cells off, there are sure to bob up a
number of mean things over there who
will say the change doesn't improve the
scenery.

"John Temple Graves' speech of ac-
ceptance would be two-thirds poetry, if
he were permitted to make one," says
the Houston Post. It would be at least
four-fourths poetry.

That four-faced board of education di-
rect business at Passaic, N. J., ought to
make it a point to see "Peter Pan" at its
earliest opportunity. Everybody believes
in fairies after they have seen that show.

Hon. David B. Hill was Richard Cro-
ker's guest in Ireland recently. My, but
what a talking over of old times there
must have been!

A scientist claims to have a fossil fish
in his possession that cannot be less than
10,000,000 years old, according to his
method of estimating its age. This may
be another case of piscatorial prevarica-
tion, however.

A man must be rather a small potato
in Turkey if he isn't at least a somebody
boy.

"In Charleston it is possible for a gen-
tleman to retain possession of the same
umbrella for twenty-five years," says the
News and Courier of that city. It is hard
to believe that gentlemen are so scarce
in Charleston!

"Is Gwine Back to Dixie?" is said to be
a more or less popular song among those
Springfield negroes just now.

"There isn't a fat King in Europe,"
says a London paper. Nearly all of them
have fat jobs, however.

We don't suppose even so wealthy a
man as Mr. Rockefeller would undertake
to keep up an automobile, finance an
airship, and run a chicken farm, all at
the same time.

So far, the prohibitionist nominee, Mr.
Charles, has been nearly drowned, and
nearly killed with a brick. We fear he
will find himself a dead one sure enough
next November.

"Mabel has a positive therapeutic
value," says a physician. This, however,
doesn't mean that she would advocate the
installation of photographs and pianolas
in hospitals.

"What point has any one to run a
racing automobile on a powdered village
road?" asks the New York World. The
World runs a great risk of being consid-
ered imprudent, if not actually fresh,
when it propounds such queries.

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institutions upon which modern society rests to the
point of proving that some of them should be
radically changed."

The events of the last few days have
given strong point to what Mr. Taft said
and to what the committee will report to
the American Bar Association. Our legal
forms were not designed for skilled
lawyers to play with, but were meant
for the protection of the innocent and the
swift punishment of the guilty.

"Why do bill collectors never take a
vacation?" inquires the Atlanta Geo-
grapher. What we want to know is why
they won't even take a hint.

The Forthcoming Regatta.

It is sincerely to be hoped the ef-
forts of the local carmen to secure ad-
equate support financially for their forth-
coming regatta on the Potomac will not
be unavailing. Just now, the matter
is not attracting the attention it would
seem entitled to at the hands of Wash-
ingtonians in general.

We know of no sport more manly or
healthful from every point of view than
rowing. It tends to develop the body
there is in a man mentally, physically,
and morally. It is one form of amuse-
ment and pleasure in this land that is
usually free from all objectionable at-
tributes and scandals. It is not affected
by shady characters; it seems to at-
tract only the better element of the
sporting world to its shrine. Washington
is more fortunate than most cities when
it comes to arranging a first-class reg-
atta. The course along the Potomac has
been demonstrated to be ideal. Nowhere
may skillful rowing be more splendidly
exhibited to the public eye. We be-
lieve this proposed regatta now asking a
small measure of financial aid from the
public heretofore will be a gala event,
and there can be no sort of doubt that it
will be